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IMPROVED PERFORMANCE OF LOCOMOTIVES ON CHINESE RR:
DATA ON RR WORKERS GOING TO KOREA, MARCH 1953

TSINAN--TSINGTAO RR EMPLOYEES MAKE RECIPROCAL AGREEMENTS -- Tsinan, Ta-chung
 Jih-pao, 4 Apr 53

Certain locomotive crews and shop repair men on the Chang-tien division of the Tsinan--Tsingtao Railway have made mutual guarantees which are a new feature in railway operations and hold much promise for the future.

In the past, except in the event of major damages, it was customary for crews to bring their locomotives into the railway shops only at stated times for boiler inspection and minor repairs and they were not particularly concerned with the daily care of their locomotives. The shop men paid little attention to anything except cleaning the boiler. The result was that small defects, not given immediate attention, became large defects and caused serious damage and accidents. Such damage occurred in the Chang-tien division, 95 times in November 1952 and over 130 times in December 1952.

The necessity for immediate repair of such major defects or damages imposed added work on the shops and disrupted their regular flow of work. As a result of a study of this problem, in November 1952, the men of Repair Gang No 1 at the Chang-tien Shops made a reciprocal agreement with the crew of Pacific Locomotive No 549, Model 6, whereby the locomotive crew agreed to take good care of the locomotive and to bring it in for repair whenever it needed attention for even a minor defect; and the shop repair men agreed to make careful inspections whenever the locomotive was brought in, and to make careful and thorough repairs, not to overlooking or merely patching small defects.

The results of this agreement with reference to locomotive No 549 have been very satisfactory. The need for minor repairs occurred only four times in January 1953, and but once in February 1953. At the time the agreement was made, this locomotive was considered to be in good condition, and its crew had a good reputation for care of their engine.

On 27 December 1952, Repair Gang No 1 made a similar agreement with the crew of Mikado, Locomotive No 1897, Model 1, whose condition was considered not very good. In December, the engine had been brought in five times for necessary repairs; but in January, following the making of the agreement, there was no such necessity, and up to 23 February, repairs were requested only three times. On 14 January 1953, an agreement was made with the crew of Mikado, Locomotive No 3609, Model 7. This locomotive was in a very bad condition, but after the thoroughgoing repair work by the shop men, and better care of the engine by the crew, forced repairs were reduced from 9 cases in November, to 4 in December, 3 in January, and one in February 1953.

The good results realized by Repair Gang No 1 incited emulation by Repair Gang No 2, which on 8 January 1953, made a similar agreement with the crew of Locomotive No 1874, that was followed by equally good results. On 8 February 1953, Gang No 2 made an agreement with the crew of the Decapod-Type Locomotive No 92.

The cases of forced repairs on the Chang-tien division were as follows: December 1952, 132 cases; January 1953, 66 cases; February 1953, 41 cases. To sum up the results, the locomotives were in better condition, fuel consumption was reduced, and in January 1953, the Chang-tien division received the Tsinan Railway Bureau's red banner for being the best division on the road.

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RR WORKERS GO TO KOREA -- Tsinan, Ta-chung Jih-pao, 1 Apr 53

Nan-ning, 26 March (Hsin-hua She) -- On 18 and 20 March, over 400 railway workers and medical workers left Liu-chou, Kwangsi, bound for service in Korea.

Cheng-chou, 27 March (Hsin-hua She) -- On March 25 and 26, another group of railway workers and medical workers left Cheng-chou en route to Korea for service on the railways. They included technicians for train operation, train inspection, electrical equipment service, medical aid, policemen, and cooks. Prior to this, 38 groups had already been sent to Korea from the Cheng-chou Railway Bureau. Of these 308 had rendered meritorious service at the front, and one electrician, named Tu P'ei-mou, had received a 2d Class distinguished service medal from the North Korean government.

Peiping, 28 March (Hsin-hua She) -- Sixty railway workers of the Peiping Railway Bureau on 26 March departed for railway service in Korea. Between 1 January and 28 March, 1953, 328 persons from this bureau had already been sent to Korea.

TSINAN BUREAU BUSY ON CONSTRUCTION -- Tsinan, Ta-chung Jih-pao, 5 Apr 53

The Tsinan Railway Bureau has been engaged in 38 more projects during the past quarter than in any previous quarter. This has kept the staff extremely busy because one half of the skilled workers in the territory of the bureau have been sent to the Ministry of Railways. This personnel shortage is felt most severely in the operations concerned with planning and designing.

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